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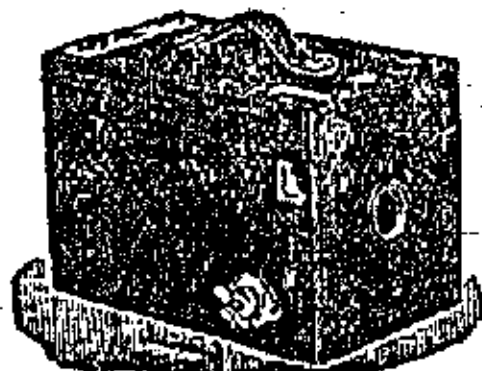
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CHAN CHING KUEN,

Manager.

Canton, 27th October, 1904.

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The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 18TH, 1904.

MENTION has been made recently from time to time in our news columns of the intention on the part of the Hongkong & Kowloon Wharf and Godown Company, in association with the Star Ferry Company, to divert the ferry traffic at Kowloon to a point further west. The decision originated out of a desire to keep the ferry traffic free from the inconveniences of the wharf work, and no one will dispute the fact that in the interests of the public safety this diversion of the traffic is exceedingly desirable. With this object in view the Godown Company some time ago effected an exchange of land with the Government and adopted a scheme involving not only the building of new ferry wharves, but also the demolition of certain of the Company's godowns in order to make a thoroughfare from the new wharves to Robinson Road. This work, we understand, involves an expenditure on the part of the Godown Company amounting to not less than \$125,000. Consequently it was with no little concern that the shareholders of the Company learnt from a paragraph which appeared in the Daily Press three weeks ago that a syndicate had been formed with the object of starting another ferry service in competition with that of the Star Ferry Company. While we may consider it scarcely likely that the competing service would be a remunerative one, as a war of rates would immediately commence, it would certainly have the effect of either indefinitely delaying the improvements about to be undertaken in connection with the present service, or indefinitely postponing the prospect of seeing any return to the shareholders for the \$125,000 about to be spent. Those who regard the question from this point of view must have read with unmixed satisfaction

the announcement by Mr. RUMJAHN in the Daily Press of the 5th inst. that the proposed new service had been abandoned because the Colonial Government had imposed "additional stipulations" which in the opinion of the promoters would prevent the scheme becoming a financial success.

The fact that the Government entertained the proposal at all is, under the circumstances, a matter for regret. A company which undertakes to expend a large amount of capital on a public improvement such as the Wharf and Godown Company have in hand may legitimately look to the Government to secure them from a competition which, while it lasted, would render their enterprise absolutely unremunerative if it did not involve serious financial loss. As things are, we very much doubt whether the Company will see in the immediate future a satisfactory return for the exchange they have made with the Government and the expenditure of the new work entails. Mr. RUMJAHN's syndicate proposed to work a service from Wardley Street to Kowloon Point, a service which, as the Government were well aware at the time they favourably received the proposal, would directly compete with the Star Ferry Company's plans and would inevitably delay the urgently desired improvements outlined above. In a war of rates the Star Ferry Company, backed by the Godown Company, would have a great advantage, for it has to be borne in mind that over 60 per cent. of the traffic is connected with the business of the Wharf Company. Though the complaint has frequently been heard that the first-class single fare (15 cents) is excessive, it may be pointed out that this is a charge which need only affect visitors to the port who will not see any hardship in paying that sum for the journey across the harbour. Regular passengers can obtain monthly season tickets at a cost of \$5, enabling them to cross and re-cross as many times as they like; while residents who have only occasional use of the ferry may obtain for \$2.50 a "punch-ticket" enabling them to make twenty-five trips at a cost of 10 cents each. For six or seven years past Chinese passengers have been carried by the Star Ferry Company at a cost of one cent each way. On the score of charges, therefore, there is really no room for serious complaint. No other Company, we venture to think, could carry on a remunerative and equally efficient service at lower rates. There is, however, another matter to be considered in connection with a ferry service, namely its advantages in the matter of assisting a much-desired distribution of the Chinese population. We cannot see that Mr. RUMJAHN's proposal would materially help in that direction, any more than the Star Ferry Company's service has resulted in creating a large workmen's centre in Tsim-shat-sui. Any Company which bases its hopes entirely on the creation and development of a traffic to Chinese suburbs is doomed to disappointment and failure. While touching on this subject, however, we may remind the public and the Government that if the Star Ferry Company has not done as much in that direction as may be desired they are not to be held entirely to blame. As a matter of fact publicity has long since been given to the fact that the Star Ferry Company have in view two circular routes, starting from Ice House Street wharf, one to run via Kowloon Point to Yau-mai and back via West Point; and the other via Kowloon Point to Hungshom (extending later to Kowloon City) and back to Wanchai. If the Government had fully appreciated its responsibility in respect of the overcrowding of the city and actively exerted itself to promote a distribution of the population, this circular ferry service, which would amply meet the requirements, would have long since been running. During the administration of Sir HENRY BLAKE the Company sought to come to some arrangement with the Government in regard to this extended service whereby they would obtain relief from payment of Crown rent for the wharves if the returns showed no profits; but the Government would not hear of it, and so the scheme remains in abeyance.

We hold no brief for the Star Ferry Company or the Godown Company; our concern is entirely with the public interest. If any material advantage were to be gained by the public from competition with the Company we should hold that the Government would be justified in granting the necessary permission for it to start; but it is because we believe that a competing service would be to the public disadvantage that we think the Government has been well advised to impose such stipulations as to cause the abandonment of the new enter-

prise. The existing company deserves every consideration at the hands of the Government. It has provided a regular and highly efficient service, and is sufficiently enterprising to inaugurate any extension of the service which shows any reasonable prospect of remunerative return for the shareholders. A competing service, as we have said, would lead to a war of rates which would be ruinous to both companies; and when the weakest withdrew the other would probably be so impoverished as to impair the efficiency of the service and to indefinitely postpone any new developments that might be in contemplation, or that new circumstances might demand. In the meantime we should have the dangers of navigation in our already over-crowded harbour greatly increased. Therefore we say that in the best interests of the public it may be hoped that the Government will give such security to existing interests as will warrant the Company in actively forwarding their present plans, and we venture to think the public interest would be served if the Government needed to the very reasonable request made in respect of the circular service; for the distribution of the population is an object which the Government should actively promote, and it is not unlikely that what they might now lose in Crown rent from wharves they would presently save in expenses on account of sanitation.

The letter said to have been written by LI HUNG-CHANG a few weeks before his death, a summary of which we reproduced from the Times in our issue of yesterday, appears to have been a most characteristic one. It is characteristic, not only of the deceased statesman, but also of that combination of astuteness and moral obliquity which we have learned to expect from the Chinaman of affairs. It is a most extraordinary document in every way, and as the Times claims to have received the résumé from "a trustworthy source," it is sure to occupy a large share of public attention at this time. LI HUNG-CHANG, writing on September 30th, 1901, to YUNG-LU, then a most influential adviser of the EMPRESS-DOWAGER, is said to have sneered at the short-sightedness of the Chinese officials who were uneasy because of Russia's encroachments in Manchuria. The wily old man was certainly got of those whom he despised for being "unable to look into the future." He reasoned that the Russian occupation of the Manchurian provinces, effected under cover of the Boxer movement, would not be allowed to continue without a strong protest from outside. His policy—he refers to it in the letter as "my principles," or it is so translated—was to let the Russians alone, to leave them in possession. "In that case," he is reported to have written, "friction will arise between Russia and Japan on the frontiers of Corea, and a conflict is bound to break out between the two rival Powers." How well his careful study of the methods and motives of the foreigner had enabled LI HUNG-CHANG to prophesy, has in less than three years been demonstrated. It is impossible to withhold admiration for his subtle wisdom, which, in less exalted cases, could be described as cunning, but in him, as a diplomat and statesman, requires more respectful phraseology. He felt that it would be "difficult" for China single-handed to recover possession of the pillaged territory, but, according to him, no serious harm would be done by playing a waiting and a watching game. The Southern Viceroy, he wrote with a fine contempt, had no knowledge of the diplomatic situation, and he begged YUNG-LU to take the greatest pains to prevent their representations reaching the Empress. His scheme was to wait for the Russo-Japan war, which he saw would then be inevitable, and to watch its progress. If Japan should lose, China was to side with Russia, "and help them to crush the Japanese, thus establishing a claim upon Russian gratitude." Russia, he thought, while retaining Corea for herself, would restore Manchuria to China. Here, perhaps, is the weakest link in his chain of reasoning. Supposing Russia had gained a sufficient advantage over Japan to warrant China in climbing down from the fence, it is not very likely that the conqueror would have given much credit to China for subsequent results. Russian prestige would hardly have been improved by any sort of admission that China's help had been required to defeat an Asiatic army. Being thus unable to recognise any cause for gratitude, it would have been a forlorn hope to expect Russia to show any. It is rather curious to find such a crafty old cynic expecting such a virtuous quality to become a likely factor of events he wished to come

about. That we do not misname the deceased Chinaman should be apparent when we quote the remainder of his scheme. Supposing, as it has now turned out, Japan should prove to be the stronger side, he was prepared to turn round and "help them to drive the Russians out of Manchuria." "Thus," he concluded, "we shall get back Manchuria without any grave risks." He had evidently taken to heart the esoteric meaning of the saying of the Taoists, that "the goodness of water is beneficial to all things, and that without struggling." His people were to flow placidly along between the two dams, Russia and Japan, until one of them should break, and then—to pour like an overwhelming flood in the direction desired all along, their own fair level of Manchuria. The happenings of the last nine months seem to show that even this wisdom might have been bettered. Without stirring hand or foot, or spending a single tael, China should presently come to her own again. To hold it, however, there must be a continuance of a like passive policy, of floating with the stream. Put that way, the programme should appeal to the somnolent Celestial. It is, however, doubtful that it will so appear to him. There will still be the desire to seclude and seal up the regained provinces, and Japan will not be minded to submit to that. The only way for China to get is to give. She will retain most surely by relaxing her vain struggles against the tide of trade that is flowing in upon her as bees fly to flowers, coming for the honey, and in the acquiring thereof, doing that which directly assists productiveness and growth in the flowery kingdom.

The cricketers are to be entertained at dinner by H. E. the Governor this evening.

The Penang Chamber of Commerce has reaffirmed its decision of 1902 in favour of registration of partnerships.

The doyen of the Ceylon clergy, the Rev. P. Marks, Army Chaplain, died on October 29th. He had been 38 years in Ceylon.

The second practice dance for St. Andrew's Ball was held last evening in St. George's Hall, and was as usual largely attended and greatly enjoyed.

The Criminal Sessions were to have come on to-day, but there is a clean calendar for the first time for over eight years. His Lordship the Chief Justice will be presented this morning with a pair of white gloves.

Professor Dr. Gustav Fritsch, Private Counsellor of the Medical Department of Germany, is on a Government mission round the world, testing the vision of various aborigines with a view to finding out, no doubt, if the power of the European eye is deteriorating.

A League match will be played at Happy Valley on Saturday between the Kowloon Cricket Club and R.A.M.C. The following may play for Kowloon:—Mr. Swan (Capt.), T. L. Cross, J. Calland, W. Clark, W. Dixon, E. R. Horton, J. Parkes, J. Robinson, H. W. Harrop, E. Lapsley and E. Stevenson.

The new 100-ft. thoroughfare from Robinson Road, Kowloon, to the new "Star" Ferry landing ought to be finished by the end of February, as it has to be handed over on the 5th March. The new ferry landing, however, will not be finished till about the middle of next year, pile-driving, etc., being at best a long task.

The firing of salute guns in the harbour yesterday morning denoted the arrival of the German flag-ship *Furst Bismarck*, with Admiral von Prittwitz and Gaffron on board. The Admiral was received by Dr. Kruger, Consul-General for Germany, and in his company proceeded, under a guard of honour of the Sherwood Foresters, to pay his respects to H. E. the Governor. The Sherwoods, by the way, looked very smart in their winter red.

Harmston's Circus continues to draw crowds of appreciative Chinese spectators, besides many European spectators. There will be a matinee to-morrow afternoon, children being admitted at half price. The doors will be opened at three, an hour before the entertainment commences. The electric cars have been found most convenient in connection with the Circus. They were, however, hardly so on the occasion of the Wednesday matinee. One car detained its passengers, after they had paid, for about fifty minutes; and deposited them at Causeway Bay when the show was half over.

A sailor appeared before Mr. H. H. Gompertz at the Police Court yesterday to answer a charge of disorderly conduct. Some time ago this man was dismissed from the *Algerine*, and for several months was "on the beach." He complained to His Excellency the Governor through whose influence he was reinstated on one of H.M. ships to be discharged on returning to England. He had finished only 90 days' time on the *Tamar*, when on Wednesday night he gave cause for the present charge to be brought against him. He assaulted some lunkos, and a European constable appeared on the scene to take him to the police station. But this was a difficult task, and it was not till a picket arrived that the constable could succeed.

The police gave him a bad character, and a Naval officer present verified their statement. A fine of \$15 was inflicted; in default six weeks' imprisonment.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE ASIATIC PERIL?

LONDON, 17th November.

The *Pall Mall* reports that Afghans have exploded a Russian magazine at Kaskh. Many people (our correspondent does not say whether Russians or Afghans) were killed.

EARTHQUAKE IN TURKOMANS.

LONDON, 17th November.

There has been a destructive earthquake at Ashkhabad, the capital of Russian Trans-Caspian territory.

[This place, the name of which signifies "abode of love," has 4,000 soldiers. It is on the Trans-Caspian Railway, and is about 135 miles from Meshed, Persia.]

ANGLO-PORTUGUESE TREATY.

LONDON, 17th November.

The arbitration treaty between Great Britain and Portugal was signed at Windsor.

NAVAL APPOINTMENTS.

London, 17th November.

Vice-Admiral Sir Arthur K. Wilson (who has a Victoria Cross) commands at Home until 1907. Vice-Admiral Lord Charles Beresford flies his flag over the Mediterranean squadron, and Rear-Admiral W. H. May commands the Channel squadron.

[REUTER'S SERVICE.]

JAPAN AND THE UNITED STATES.

LONDON, 15th November.

Prince Fushimi, the adopted brother of the Mikado, has been officially received in Washington, and visits President Roosevelt to-day.

LATER.

Prince Fushimi was received with much ceremony in Washington.

SHIP-BUILDING.

Lloyd's Register Ship-building returns for the quarter ended 30th September (for a copy of which we are obliged to Mr. S. Mumford) states that there were 393 vessels of 1,046,398 tons gross, being built at Home at that date. A curious thing is that the number given by the report for the corresponding period of the previous year was exactly the same, although the gross tonnage was much less. The last quarter had included a tonnage under construction of about 53,000 tons more than at the end of June. The return in September 1901 was the highest on record. This year sees a decrease of 26 per cent. on the record. The ships now building are to the order of owners.—British (272), Colonial (15), Austro-Hungarian (9), Norway (8), and the rest in smaller numbers. Warships are not included. Of these, there are nine at Royal dockyards, and 49 at private yards, all 53 for the Home Government. The number being built for foreign Powers is 67.

GARRISON RELIEFS.

THE WEST KENTS.

The *s.s. Avoca* was due from Colombo yesterday with eight companies of the Royal West Kent Regiment, but up to a late hour last night had not arrived. Taking into consideration that arrivals report strong N. E. monsoon—a head wind and sea for the *Avoca*—this is not to be wondered at; the vessel will probably arrive to-day. Four companies will be landed here while the other four will proceed north to relieve the two companies of Sherwood Foresters at Tientsin, the two at Peking, and the 80 men at Weihaiwei. The four relieved companies will come down to Hongkong, where they will be joined by their comrades, the other four companies already relieved. The eight companies of Sherwood Foresters will then leave for Singapore—to remain stationed there for probably two years—on the 4th December. The Sherwood Foresters have not yet vacated the barracks at Mount Austin, but Murray Barracks are now ready for receiving the West Kents, and six tents have been erected in case of further accommodation being required. Some of the officers of the West Kent Regiment are Major Tasck; Captain Moody, Tulloh and Venables; Lieutenants Cass-Morris, G. L. Stevenson and Humphreys. The new arrangement is for regiments to go from South Africa to Ceylon, there to remain two years; proceed to China (another two years); to Singapore (two years); and then India. The Sherwood Foresters came from South Africa to Hongkong, the West Kents went to Ceylon, and the Manchester to Singapore.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-day (Friday):—

"The Stars and Stripes for Ever" Souza
March. "The Romantic" Keler Bela
Selection. "A Chinese Horn" moon. "The
Mazurka" "Slavonic Dances" Karolyi Klay
Selection "Reminiscences of Scotland" Godfrey
Waltz. "Mon Secret" Costa
Two Step. "Jolly Negroes" Berger
Menu.—Hors d'œuvres—Sliced Beetroots, Cucumbers, Tomatoes, Red Fish on Toast, Soup—Ham and Chicken, Fish—Boiled Entrees—Salmi of Wild Duck, Escalope of Sheep's Head, Pate-de-faute-gras on Aspic, Joints—Roast Saddle of Mutton, Roast Turkey, Cold Ham, Curry—Chicken Liver, Salad—Beetroots and Tomato Salad, Vegetables—Boiled Potatoes, Fried Potatoes, Cakes, Sweet Corn, Chinese Cabbage, Sweet—Sardine Cakes, Orange Jelly, Vanilla Ice Cream, Finger Cakes, Fruits in Season, Tea and Coffee.

THE WAR

["DAILY PRESS" SERVICE.]

THE NORTH-SEA OUTRAGE.

LONDON, 17th November.

The Convention (of the inquiry into the Russian outrage in the North Sea) is still unsettled. Russia has now asked for some modifications of the programme outlined by Great Britain.

[REUTER'S SERVICE.]

A "BITTER END" EXPECTED.

LONDON, 15th November.

The Russian Minister in Washington referring to certain vague rumours of mediation declared that Russia would fight to the bitter end and would listen to no suggestion of mediation.

INQUEST.

RE CHINESE UNKNOWN, DECEASED.

Mr. H. H. J. Gompertz, Coroner, held an inquiry at the Magistracy yesterday afternoon concerning the death of an unknown Chinaman who died from injuries received on being knocked down by a tramcar at Des Vaux Road West on the 16th of last month. The following jury were empanelled: Messrs. Joseph Whitely, Kew (Foreman), Emile Hurst and Thomas Henry Jewett.

Frank Hayes deposed: I am P. C. 54. On the evening of the 16th October at 8.15 p.m. I was coming along Des Vaux Road West and I saw a tram coming west stop suddenly and all the passengers got out. I ran to the scene and found a Chinaman lying between the rails on his back. I noticed a thin cane lying by his side, and on looking at his eyes found that the man was blind. His feet were about three feet in front of the car. On examining him I found no bones broken. I picked him up and carried him under the verandah, called a passing ricksha, and took him at a walking pace to No. 7 Police Station. I took him into the charge room and shortly afterwards Inspector Collett came in. He wrote out a chit and I took him straight away to the Government Civil Hospital. He was unconscious, but breathing heavily. The wardmaster examined his mouth and found that two of his upper front teeth were broken. They were apparently new fractures. I could not see any other marks on him.

By Inspector Collett: I found the man lying between the rails. I did not see the conductor.

By the Jury: I did not see anyone in front of the tram. When I arrived the tram was stationary midway between French Street and Water Lane. The man was lying three feet in front of it. I heard the alarm gong before the tram stopped. The motor man was inside his car looking out of the window.

Robert Collett, Inspector of Police, gave evidence as to the man's arrival at No. 7 Station and his subsequent removal to the Hospital. He had not been able to find any friends or relations of the deceased, neither had he been able to ascertain his name.

Alexander R. Laing, assistant Superintendent of the Government Civil Hospital, deposed:—On the 16th October a Chinese male, aged about 20 years, name and address unknown, was sent to the Government Civil Hospital from No. 7 Police Station. He was suffering from injuries stated to have been received by being knocked down by a tram. When admitted he was quite unconscious, and died in hospital at 1.45 a.m. on the 18th October. I notified the Police, and on the same day I performed a post-mortem examination, and found that he died from fracture of the skull. He had a long standing tumour in front of the brain, which involved the optic nerve, and accounted for his being as he was, quite blind. The tumour would not cause deafness. The lower part of the jaw was injured, and he had also a small scalp wound.

By the Jury: The tram had probably struck him on the left side of the face, and his skull was fractured with the fall.

As two of the principal witnesses failed to appear the inquiry was adjourned till next week.

MATHSED BLAZE AT WONGNEICHONG.

On Wednesday evening a fire resulting in great loss of property occurred at the village of Wongneichong. The fire was reported to the Central Police Station, but by the time the brigade appeared on the scene the matheds, which were dry and inflammable, were burnt to the ground. The blaze was a very large one, but of short duration. About 300 occupants of the forty matheds burnt are now rendered homeless. It is supposed that the fire was caused by a spark setting fire to some dry grass stored in one of the matheds, and so rapid was its course that the Chinese had only time to save themselves by flight, leaving most of their goods and chattels behind. The only houses the firemen were in time to save were the joss house and another building of stone. Great numbers of pigs and poultry were roasted alive, the pigs being in sties and unable to escape.

Under the auspices of the Hongkong Odd Volumes Society Mr. J. Dyer Ball has consented to deliver a lecture on "The Origin and Progress of the Chinese," in the former Chamber of Commerce Room, City Hall, on Thursday next, at 5.15 p.m. The Hon. F. H. May, C.M.G., will preside. Ladies are invited and members will be permitted to ask their friends.

THE INTERPORT CRICKET MATCHES.

FINAL CONTEST.

HONGKONG V. STRAITS.

The final match, between the teams that had beaten Shanghai, as it happened, was played yesterday. The weather was glorious, and the attendance fair. In the afternoon the band of the 110th Mahrattas played selections on the field. Clouds of smoke, and what was worse, showers of soot, came from the Naval Yard. The great feature of the game was Dixon's bowling for Hongkong; he found three men's wickets in one over. Speaking about bowling, it really would be very difficult to excel that of Rees (Straits), an Australian who, we understand, has on occasions distinguished himself while playing for South Australia. Judging by the day's play on the whole Hongkong has a better all round team than the Straits. The latter appears to be made up of a few really excellent players, with a larger tail end of somewhat indifferent players than Hongkong. For fielding, however, honours must be certainly given to the Straits, as they let very little indeed go through their fingers. The day's play resulted—

Straits—1st inn. 128; 2nd for 4 wickets 31. 150 Hongkong—1st innings 155 W. Daniel replaced T. Sercombe Smith, by request of the latter, in this match.

Singapore won the toss and decided to go in. The umpires were Messrs. V. H. Lanning (of Shanghai) and A. Mackenzie.

Details of the match are as follow—

STRAITS' FIRST INNINGS.

C. W. N. Wyatt and A. Stronach went to the wickets, being clapped from the pavilion. Capt. Talbot acted as a sub for H. Arthur in the field.

Wyatt opened his score immediately, sending Dixon's first ball to point for a single. Stronach played out the over.

Bird took on the bowling from the Pavilion end. Wyatt sent Bird to boundary with a straight hit.

Stronach opened his score, by cutting Dixon towards the Pavilion for a single; and then Wyatt followed suit with a Pavilion boundary. Ten was here signalled.

One of Bird's deliveries hit Wyatt on the thigh and he lay down beside the wicket in agony. Play was suspended, the cricketers gathering around, while stimulants was procured.

Wyatt retired from the field, E. J. Barrett taking his place.

Barrett at once sent Bird to long leg for a single; he gave the appearance of being a very powerful hitter.

Dixon sent down a maiden from the eastern end.

Bird's first ball was a boundary bye—three. Barrett scored a single and twenty was signalled.

Each man scored singles, taking full toll of their chances. Barrett sent Dixon to long on for a boundary.

Stronach made a long leg boundary off Bird; and then Barrett made a straight hit to boundary—thirty up. (Applause).

Arthur replaced his substitute behind the stumps.

Stronach played one from Dixon on to his own wickets—One wicket (Stronach for five) for 33.

Wyatt returned to the wicket, taking Stronach to run for him.

Wyatt sent Bird to the Pavilion for four, and long off for four—forty up. (Applause).

Dixon sent down remarkably difficult balls from the east—another maiden.

Wyatt sent Bird to the long off for another boundary—fifty up. (Applause).

Dixon caught Wyatt off Bird near the wicket—Fifty for two (Wyatt 24).

E. Bradbery went in, and commenced scoring at once.

Barrett sent Dixon to boundary with a straight hit, and then to point for another.

Lumsden relieved Bird at the western end. Barrett cut him to long leg for a boundary.

Bradbery sent Dixon to point for a single, and sixty was signalled.

Burnie was applauded for fielding a very swift ball from Barrett, who with hard hitting put his bat out of order, and required another.

Burnie was again applauded for a similar performance.

Barrett made a fluky hit, but Lumsden (who was bowling) could not reach the ball in time to catch it.

Pearce was applauded for good fielding.

Barrett drove Dixon to long off, but, owing to H. Hancock's fielding, only a single resulted.

Barrett skied one of Lumsden's trundlers, Heath badly missing it.

R. Hancock (the Hongkong captain) took on the bowling from Dixon at the East, and sent down a maiden to Barrett.

Heath well fielded Bradbery, off Lumsden.

Barrett sent R. Hancock to mid off for a boundary; Bradbery afterwards sending the same bowler to long field for a single—seventy was put on the board. Both players now seemed pretty well set, and commenced to add singles pretty regularly off both R. Hancock and Lumsden.

Bradbery drove R. Hancock to long off for three; and shortly afterwards made a straight drive, off same bowler, for four—eighty up.

Bradbery, playing splendid cricket, blocked Lumsden a couple of times, and then drove him to long on for four.

Hancock bowled Barrett, who received great applause—three for 86 (Barrett, 36).

R. B. Rees relieved the previous bat. He commenced work without delay, cutting Lumsden to point for two. He nicked Lumsden to point for a single, and ninety was signalled.

Bradbery drove Lumsden to the rails at mid off.

Pearce relieved Lumsden at the pavilion end, and sent down a maiden to Rees.

Bradbery drove R. Hancock straight for a boundary, and then was caught by Burnie,

who was stationed at mid off—four for 99 (Bradbery 26).

T. R. Hubbach went in, and flaked one from R. Hancock. Arthur, the wicket keeper, caught it from a most difficult position, but tumbled down.

Rees nicked one of Pearce's to mid-off for a single, when the fielder sent the ball to boundary—five.

Heath at mid-off caught Rees off Hancock—five for 106 (Rees nine).

M. H. Whitley relieved Rees.

Pearce sent down a boundary bye—100 up.

Whitley drove R. Hancock to the rails, blocked the ball a couple of times, and then two boundaries, all in the same over (twelve runs).

Whitley cut Pearce to point, where he was caught out by H. Hancock—125 for six wickets (Whitley, two).

H. R. Talbot faced the bowling.

THREE MEN OUT IN ONE OVER.

Dixon took on the bowling at the east, and found Hubbach's stumps with his first ball—125 for seven wickets (Hubbach, 19).

V. D. Parsons went to the wickets, and sent Dixon to mid-off for a single. Dixon with the next ball bowled Talbot—126 for eight (Talbot, 0).

Cochrane was the next man, and he was bowled (middle stump) with Dixon's first ball. Loud applause: three men out in one over—126 for nine (Cochrane, 0).

D. T. Perkins (the last man) went in, and almost immediately afterwards the tiffin bell rang.

Play was resumed with Pearce bowling to Perkins at the eastern-wicket; he sent down a maiden.

Parsons scored a single off Dixon and then Burnie caught Perkins. All out for 128. Perkins scored nothing; Parsons, 2.

HONGKONG'S FIRST INNINGS.

R. Hancock and C. M. G. Burnie went in first for Hongkong, and had a good send off.

R. B. Rees (an Australian) was the first bowler to Hancock; and showed remarkably good form. One bye was scored in the first over.

H. Hancock cut the ball into the slips for four; which was followed by a couple of singles.

R. Hancock stole a run off Rees in the next over.

Burnie nicked Wyatt for a boundary, and then drove him to long off for another—ten was signalled.

Rees sent down a maiden to Burnie. It seemed that the players would make their runs off Wyatt, and be more careful with Rees.

A couple of singles were scored in Wyatt's over and Rees took over the bowling. Burnie drove him to square leg, where the fielders were thickest, for a run.

The fielding was very good, and received the approbation of the spectators.

Rees again set to work. R. Hancock cut him to square leg for a single; and Burnie straight drove him for a boundary.

Two singles were scored off Wyatt, but one, by Burnie, was a very fluky cut to point.

Burnie drove Rees to the curtain for four, and thirty was signalled.

A couple of singles were scored off Wyatt, but the batsmen could not do very much with him.

R. Hancock drove Rees to square leg, and was caught by Talbot—one for 34 (R. Hancock, 10).

Lieut. Heath replaced the Hongkong captain, to face Rees' dangerous deliveries.

The fielding, it may be again mentioned, was excellent, and Hongkong had the greatest difficulty in stealing runs.

Burnie drove Wyatt to the rails at square leg.

Rees sent down a couple of byes, which brought forty up on the board.

Rees was once more driven to the curtain by Burnie.

Wyatt bowled Burnie—two for fifty (Burnie, 32).

Dixon went in, and finished off Wyatt's over. Heath then drove Rees to leg for a single. Dixon nicked Rees to the boundary for four.

After a couple of singles, Heath drove Wyatt to mid-off for four—sixty up.

Dixon played a ball from Rees on to his wicket—three for 63 (Dixon, 5).

Lieut. Lumsden replaced Dixon, and was bowled out by Rees, first ball—four for 63 (Lumsden, 0).

H. Hancock was the next to face the bowling.

After Rees' over a few singles were scored off Wyatt. H. Hancock making one very fluky hit.

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Burnie drove Wyatt to the rails at square leg.

SUPREME COURT.

Thursday, 17th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERRIKEN (CHIEF JUSTICE) AND CAPT. HON. BARNES-LAWRENCE (N. N. NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKAI" v. B.I. S.S. "UJINA."

This consolidated action—as the result of a collision between the Norddeutscher Lloyd S. N. Co., as owners of the s.s. *Wongkai*, and the British India S. N. Co., as owners of the s.s. *Ujina*—was continued. As before the Hon. E. H. Sharp, K.C., instructed by Mr. Gedge (solicitor, of Messrs. Johnson, Stokes and Master) appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B. I. S. N. Co.

Hon. Capt. Barnes-Lawrence said that he was misunderstood on Wednesday, as it had been reported that he was dealing with the red light, as if it was not a side light. He really dealt with it as a red light merely, without any assumptions as to what kind of light it was.

Li Sun, quartermaster of the *Wongkai*, gave evidence as follows—

I was on duty at the wheel on the bridge at the time of the collision. I took my orders from the Captain and steered as he told me. When we got into the harbour I deviated from the instructions of the Captain. The deviation was to starboard. The ship anchored at night, and I was holding the wheel at the time. Before the anchor dropped I heard the Captain give the order "let go anchor" I saw two men holding lamps passing by my side. They were the side lights. The men passed my wheel. The lights were out.

Cross-examined—I have been on board the *Wongkai* six or seven months. I did not see the lights of any other steamer. I was not paying attention. After anchoring I attended to my duty, which was to take in articles on the bridge. I stood by my post till the Captain said "all correct." The lamps were taken in, in the same way as when taken in at daylight.

By the Court—I saw the lamp lifted over the side, and it passed by me unlighted. I have seen lamps taken in before. They were always extinguished before being taken down below. It is a rule when steamers come into port that lights are put out before the anchor is dropped.

Li Lee, a sailor on the *Wongkai*, said: I heard the Captain give the order to let go anchor. I then took the red light over the side and blew it out quickly. I carried it away and went down the steps on the port side of the bridge. I then went down into the lamp room, which was also on the port side.

Cross-examined: The chief officer gave us orders that we were to blow out lamps immediately on taking them up. This was a regular rule.

To Mr. Sharp: I was standing by to put out that particular light coming into port that night.

By the Court: I blew the lamp out on the bridge. The witness here described his actions when putting out the light, the left-hand side of the witness box representing the port side of the ship.

His Lordship: If the witness were leaning over and pulled the lamp up in his right hand, it is just possible that the red light would show as a star for the moment as it came over the rail.

Mr. Sharp admitted this, but said it would not be there long enough for another ship to be guided thereby.

Three other Chinese witnesses gave evidence with regard to the taking in and blowing out of other lights on the ship.

The second officer of the *Brundhilda* said: I hold a Master's certificate since 1885. On the night of the collision we were anchored at the southern fairway buoy. I witnessed the collision and was on deck about three minutes prior to it. I then saw the *Wongkai*. She had her anchor lights on. The *Wongkai* and our ship were something like 200 yards apart. The *Wongkai* was lying so that I saw her starboard quarter. I saw the *Ujina* coming along and expected a collision between the *Ujina* and *Wongkai*. The *Ujina* at the time I saw her was going about six knots an hour. I did not see a red light on the *Wongkai*. If she had shown one I would have seen it.

Cross-examined: I could see the starboard quarter of the *Wongkai* just before the collision. She was heading about N. E. by E. I was in such a position that I could not have seen the green light of the *Wongkai*.

To Mr. Sharp: If the *Wongkai*'s green light were being unshipped I should think I would have seen it. When I saw the ship I could make her out clearly.

The Captain of the *Wongkai* gave evidence as to the height of his bridge, giving, with a 16 foot draft, was 21 feet from the waterline. From the waterline to the top of the rail was 11 feet. The length of the ship was 239 feet over all.

His Lordship decided to go off to the *Wongkai* to inspect the bridge, and adjourned the case till Wednesday, the 23rd instant, at 10.30 a.m.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUNISH JUDGE).

H. H. KEMP v. CAMPBELL, MOORE AND CO. LD.

This was an action to recover \$210, alleged damages and costs sustained by plaintiff by reason of the defendant company failing to keep their shaving instruments clean and disinfected, so as not to be productive of personal injury to the customer shaved.

Mr. H. W. Looker (solicitor, of Messrs. Deacon, Looker and Deacon) appeared for the

XMAS IS DRAWING NEAR.

THE MOST ACCEPTABLE FORM OF

GREETING

IS A LOCAL VIEW TAKEN BY YOURSELF ON A

XMAS SLIP-IN MOUNT.

LONG HING & CO.

PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD,
(Same Premises as Messrs. Ah Cheo).

Hongkong, 10th November, 1904.

plaintiff, and Mr. H. E. Pollock, K.C. (instructed by F. X. d'Almada e Castro) for the defendant.

Mr. Looker stated that the plaintiff's case was that he got shaved at the defendant company's establishment, and in consequence of the condition of the razor he contracted barber's itch, for which he claimed damages. The only two points were whether he contracted the disease from the defendant's shop, and if so whether he was entitled to damages. Barber's itch was a species of ringworm. Plaintiff was in the habit of shaving himself during the year he had been in the Colony, with the exception of a few occasions on which he had been shaved at the defendant company's saloon. On the 24th September he was shaved by them and had not been shaved by anyone before that for about eight or ten weeks. About ten or eleven days later he began to notice eruptions on his face, and on consulting Dr. Stedman it was pronounced to be barber's itch and he was unable to shave for three weeks. He had to wear bandages round his neck and presented an unsightly appearance.

Plaintiff, sworn, deposed that he was acting manager at Hongkong of the Singer Manufacturing Company. He had suffered inconvenience through the disease, and had been unable to attend to customers because of his appearance. He had always kept his razor locked up, but left his brush out in his room.

Dr. Rennie said that barber's itch was generally caught by inoculation and the usual agent was the shaving brush. The disease generally became visible after from three to ten days. Chinese in shaving usually rubbed the soap on their heads with their hands, but might at times use a brush.

Mr. Pollock submitted that there was no evidence such as could be accepted by the Court; except the medical evidence, and the doctor who had attended the plaintiff was out of the Colony. It was also necessary for the plaintiff to show beyond reasonable doubt that he had contracted the disease at the defendant's shop. It had been shown that the plaintiff's brush had been left where his boy could get it, and Chinese frequently suffered from this particular disease.

Judgment finally was given for the defendant, with costs. Mr. Pollock made an application for counsel's fee, but this was disallowed.

THE HONGKONG STEAM WATER-BOAT CO., LIMITED.

The report for presentation to shareholders at the fourth annual general meeting to be held on Friday, the 25th inst. is as follows—

The Consulting Committee beg to submit to the shareholders the annual report and accounts for the year ended 30th September, 1904.

ACCOUNTS.—It is with pleasure that the Committee are able to announce an increase in the earnings, over those of last year.

The net profits after paying all working expenses, are \$24,346.42 and after deducting interim dividend, and Consulting committee fees, and adding balance brought forward from last account, interest and scrip fees, there remains a credit balance of \$20,147.42, which with the approval of shareholders, it is proposed to appropriate as follows—

Final dividend of 7 per cent. making 14 per cent. for the year

Bonus of 5 per cent. 3,750.00

Place to reserve fund 250.00

Write off goodwill 2,000.00

" " boats 6,307.44

" " furniture 10.50

" " Wanchai staging 100.00

Carry forward to new account 229.88

\$20,147.42

GOODWILL.—This has now been entirely written off.

BOATS.—These are all in excellent condition

COMMUNICATIONS respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Presses, Codes: A.B.U., 6th Ed. Lubert's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 24th NOVEMBER, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th November, 1904. [2704]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that the Piano stored in the name of HUNG KEE under Godown Warrant 54327 on 8th January, 1900, at present in the custody of the above named Company, will be sold by PUBLIC AUCTION by Mr. GEO. P. LAMBERT, at No. 3 Godown, West Point, on MONDAY, the 28th inst., at Noon, unless the same is previously taken delivery of and the charges due in respect thereof paid.

EDWARD OSBORNE, Secretary.

Hongkong, 18th November, 1904. [2705]

LOST-DUG.

JAPANESE PUG (male), Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given and no questions asked if returned to—

Mrs. C. W. CLARK, No. 6, Ripon Terrace, Hongkong.

Hongkong, 15th November, 1904. [2684]

ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD, Hon. Secretary.

Hongkong, 27th October, 1904. [2655]

DAVID CORSAIR & SONS' MERCHANT NAVY NUT BOILED LONG FLAX RELIANCE CROWN CANVAS TARPAILING ARNOLD, KAMBERG & CO. Sole Agents.

3486

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 5, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1904. [245]

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—

TURNER & CO. Hongkong, 22nd October, 1904. [2494]

FOR SALE.

STEEL MOTOR LAUNCH, 23 feet by 6 feet 9 inches beam; fitted with 6 H.P. Motor; speed about 7 miles; perfect order.

Apply to—

Care of Daily Press Office, Hongkong, 27th October, 1904. [2534]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAIN.

LOOK HING, Queen's Road Central.

Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers

"CHU KONG" Length ... 142 feet. Breadth ... 23 feet. Draught ... 6 feet. Registered 280 tons. Built of Steel and Furnished with Electric Light.

"PAK KONG" Length ... 160 feet. Breadth ... 23 feet. Draught ... 8 feet. Registered 300 tons. Built of Teak Wood.

For further particulars, apply to—

42, WING LOK STREET, Hongkong.

Hongkong, 1st November, 1904. [2572]

ENGINES and BOILERS FOR SALE.

THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 123, Wing Lok Street, or the U WO TAI Shop, No. 110, Des Vaux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.

Hongkong, 31st October, 1904. [2560]

CHEAP SALE OF FURNITURE.

IN consequence of Removal to New Premises, the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

LI KWONG LOONG, No. 1, Wyndham Street.

Behind the Old Hongkong Club Building, Hongkong, 15th November, 1904. [2683]

INTIMATIONS

INTERPORT CRICKET CARNIVAL.

November 11th to November 21st, 1904.

A GRAND STAND will be erected at the South East Corner of the CRICKET GROUND, for the accommodation of the Public. A Refreshment Bar, Cold Tiffins, and Afternoon Tea will be provided.

Prices of Admission:—Daily Tickets, 50 cents. Season Tickets, \$3.00.

Season Tickets can be obtained at the Robinson Piano Company's Stores, Queen's Road.

WM. FARMER, Hongkong, 10th November, 1904. [2649]

WANTED.

BY a Young Englishman, situation as OFFICE ASSISTANT, has experience in Shipping, Insurance, Import and Export.

Apply—

Care of Daily Press Office, Hongkong, 9th November, 1904. [2640]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—

S. E. P., Care of Daily Press Office, Hongkong, 8th November, 1904. [2628]

WANTED.

A GROUND FLOOR OFFICE in Central Position.

Apply to—

G. & CO., Care of Daily Press Office, Hongkong, 14th November, 1904. [2674]

NOTICE.

ONE THOUSAND DOLLARS REWARD.

THE above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embezzling a Cheque for NINE THOUSAND DOLLARS made out in favour of Messrs. Johnson and Company, and indorsed by them and sent to be paid into the Deutsche Asiatische Bank in this Colony on the 8th October, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY, Capt. Supt. of Police.

Hongkong, 16th November, 1904. [2694]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO. Hongkong, 3rd October, 1900.

A. LING & CO.

FURNITURE STORE, PLATED GLASS and CROCKERY WARE, &c., &c., and FOCROW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [2287]

THE SWATOW GRASS CLOTH SILK, and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.

Swatow, 8th June, 1904. [2160]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. Hongkong, 23rd April, 1904. [1121]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. [105]

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [9]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [267]

NORTH BRITISH and MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903, £16,988,650.

I. AUTHORIZED CAPITAL, £25,000,000

SUBSCRIBED CAPITAL, £2,500,000

PAID-UP CAPITAL, £87,500 0 0

II. FIRE FUNDS, £3,656,311 12 3

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

ENTERTAINMENTS

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY"

IN THREE ACTS

Will be Produced on the following dates:—

TO-MORROW (SATURDAY), 19th NOVEMBER, 1904.

TUESDAY, 22nd " " "

WEDNESDAY, 23rd " " "

THURSDAY, 24th " " "

FRIDAY, 25th " " "

SATURDAY, 26th " " "

SUNDAY, 27th " " "

Doors Open at 8.30 p.m., Curtain Rises at 9 p.m.

The Booking Office (at the Robinson Piano Co.) will be Opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 a.m. and 4.30 p.m. each day.

Late Trains quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle \$3.

Pit Stalls \$2.

Pit \$1.

A. CHAPMAN, Business Manager.

Hongkong, 1st November, 1904. [2574]

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT! AND EVERY NIGHT AT 9 P.M.

OUR GREAT PROGRAMME OF STAR ARTISTS.

ONLY ONE VENUE, ABSOLUTELY THE BEST WHICH THAT HAS VISITED HONGKONG.

We present more Star Artists in our Programme than any two London or Continental Shows.

NEXT GRAND MATINEE, SATURDAY AFTERNOON, 19th NOV., 1904.

Doors Open 3 o'clock. Commences 4 o'clock. Children Half Price to Matinees only.

PRICES OF ADMISSION:—

Full Box, 6 Chairs \$18.00

Single Seat, Box 3.00

Chairs 2.00

Stalls 1.00

Gallery (Chinese only) 0.50

N.B.—The Electric Tramway Co. will run special Cars before and after the Performances.

Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE, Proprietress.

ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents.

Hongkong, 16th November, 1904. [2681]

HONGKONG CRICKET CLUB.

A SMOKING CONCERT

in honour of the visiting Teams will be held in the

THEATRE ROYAL, on

MONDAY, 21st NOVEMBER, at 9 P.M.

All Tickets must be procured through Members of the Hongkong Cricket Club, and same may be had by applying at the Cricket Pavilion, or to the Secretary.

Prices, 5s each (including Refreshments).

A. R. LOWE, Auctioneer.

Hongkong, 15th November, 1904. [2686]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (SATURDAY), the 19th NOVEMBER, 1904, at 2.30 p.m., at his

SALES ROOMS, Queen's Road, A FINE COLLECTION OF

JAPANESE CURIOS, Comprising—

RARE SATSUMA, HANDSOME IVORY CARVINGS, FINE CLOISONNE, BRONZES, PANELS, EMBROIDERIES, and EMBROIDERED SCREENS, SILK

COVERS, and HANGINGS, &c., &c., &c.

TERMS:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 17th November, 1904. [2701]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (SATURDAY), the 19th NOVEMBER, 1904, commencing at 2.30 p.m., at his SALES ROOMS, Duddell Street, A SELECTION OF

JAPANESE CURIOS, Comprising—

SATSUMA VASES, PLATES and BOWLS, &c.; CLOISONNE and SILVER CLOISONNE WARE; ENAMEL LACQUERED PANELS and BOXES; SILK EMBROIDERED SCREENS, CUSHION COVERS, and HANGINGS, &c., &c., &c.

TERMS:—As Customary.

On View from Friday, the 18th November, 1904.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 17th November, 1904. [2702]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods.

W. M. FARLANE, Manager.

Hongkong, 18th November, 1904. [75]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [21]

PUBLIC COMPANIES

THE HONGKONG STEAM WATER-BOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW, Manager.

Hongkong, 10th November, 1904. [2658]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Praya, Central-Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjunct Resolution will be proposed,

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each) to \$1,500,000 (divided into 150,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every Single Share of such 50,000 New Shares in the ratio and proportion of One New Share for every Two Old Shares in the Company held by the respective Shareholders thereof; the amount payable on each of such New Shares respectively (including the said premium of \$10 per Share) to be paid as to one equal half part thereof on the 3rd day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened. Dated this 14th day of November, 1904.

SHEWAN, TOMES & CO., General Managers.

2687

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst., to the 6th proximo, both days inclusive.

By Order of the Board of Directors, JAMES WHITTALL, Secretary.

Hongkong, 15th November, 1904. [2628]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Office, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th October, 1904. [2475]

TO LET

WOODLANDS VILLAS, West, 25, Seymour Road. Immediate possession. Apply to—
E. A. S.,
Care of Daily Press Office,
Hongkong, 12th November, 1904. [2656]

TO LET

FINE LARGE STORE, in Queen's Road Central (Best Part). Apply to—
X.,
Care of Daily Press Office,
Hongkong, 6th September, 1904. [2151]

TO LET

N. O. 1, RIFON TERRACE (in FLATS). A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORRISON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIVE). GODOWNS; PRATA EAST. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [175]

TO LET

3RD FLOOR, suitable for Office. Apply to—
WING CHONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET

N. O. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters). Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [199]

TO LET

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2350]

TO LET

N. O. 17, 19 & 21, SEYMOUR ROAD. Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD. Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 17th September, 1904. [430]

TO LET

HONGKONG CLUB. Apply to—
C. H. GRACE,
Secretary,
Hongkong, 4th June, 1904. [1417]

TO LET

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong, 4th June, 1904. [1417]

TO LET

THE WHOLE OF THE SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession. Apply to—
WONG CHU SANG,
Care of Yee Sang Fat & Co.,
34, Queen's Road Central,
Hongkong, 17th November, 1904. [2700]

TO LET

TWO ROOMS, on the First Floor of Alexander Buildings. Apply to—
SECRETARY,
A. S. Watson & Co., Limited,
Hongkong, 17th June, 1904. [1515]

TO LET

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon. Apply to—
C. L.,
Care of Daily Press Office,
Hongkong, 5th October, 1904. [2375]

TO LET

BANGOUR (BEAR). THE EYRIE (BEAR). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE. BELLIOS TERRACE, Nos. 11 & 13. BEACONSFIELD—ARCADE—No. 14. 1st Floor. ONE SHOP in BEACONSFIELD ARCADE. Apply to—
Linstead & Davis,
Hongkong, 3rd October, 1904. [2363]

TO LET

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View. Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 5th August, 1904. [1177]

TO LET

A LARGE OFFICE on Ground Floor, of Victoria Buildings (No. 5, Queen's Road Central), suitable for Office. Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET

TWO FRONT ROOMS on the 1st Floor of Victoria Buildings (No. 5, Queen's Road Central), suitable for Office. Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 16th November, 1904. [2695]

TO LET

N. O. 1, STEWART TERRACE, the Peak. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET

HIRANO WATER. THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNOLDS & Co.

TO LET

Beware of Japanese Imitations. F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [2378]

TO LET

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI. CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 371 feet. Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA). Extreme Length... 371 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide... 22 " PAINT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest improvements and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1703]

QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of **QUAN TAI & CO.**, Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th October, 1899. [2458]

BOARD AND RESIDENCE "TANG YUEN." BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply to—
MANAGERESS,
Macdonnell Road or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD. Hongkong, 19th March, 1904. [2265]

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHUR, 2, Pedder's Hill. Hongkong, 1st January, 1892.

NOW ON SALE. IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY. WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of the most instructive nature. Both the accents and Pinyin pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

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THE SIZE AND CAPABILITIES OF JAPAN.

Mr. F. M. Jonas wrote to the *Globe* last month as follows: I have just returned from Japan, in which country I have been resident for many years—over thirty. During the few days I have been here, I have continually been asked the question: "Can Japan find the men and money to continue the gigantic struggle she is now engaged in?" And I am sorry to say that many of my questioners showed a woeful ignorance both as to the size and capabilities of that country. Japan's population is really larger than that of France, the last census showing for Japan in 1903 46,304,939, as against for France in 1901, 38,961,945. Not only, therefore, is the population larger, but it is also a rapidly-increasing one; so that there is no doubt that Japan can continue to put as many men in the field as she requires. Count Okuma's (who is one of the ablest of the older statesmen) estimate of the cost of two years' war is a high one, but it is wiser to over-estimate than to under-estimate at this period. But even supposing that the cost will be as high as the estimate, it does not by any means follow that this enormous sum of money will be lost to Japan. This is the amount that the Japanese Government expect to spend, but the bulk of it will remain in the country. Japan manufactures all her field guns and her equipments, rifles and small arms, accoutrements, saddles, boots, clothing, blankets, &c. All ammunition is made at home, and many of the ingredients are found in the country—such as sulphur, &c. All her field telegraph is supplied at home; copper she has in abundance. Nearly all the food required for the army is grown in the country, with the exception of a few tinned meats, but the Japanese soldier prefers fish, and there are large salmon canneries in the Hokkaido. Of ponies and horses, up to the time I left, the supply was by no means exhausted. Japan has plenty of transports, drawn from her own mercantile marine; and for these she has an abundance of steam coal. For her warships, however, she prefers Cardiff coal, as it gives better results. She has her own docks and repairing and building yards, and with all the skilled labour required it is not necessary to import highly-paid foreign workmen. There is no doubt that she is busily engaged in building cruisers and destroyers.

From all this it can be plainly seen that Japan is practically self-sufficient, she having only to import such raw materials as steel, iron, lead, wool, &c. Therefore the only money lost to the country will be the cost of native coolie labour at the seat of war and for railway work in Manchuria and other incidentals. This is the reason why Count Okuma speaks so confidently of Japan being able to answer to the great call made upon her finances. We, old residents, who have watched the country grow up, fully expect to see her successful, and are of opinion that it will be to the benefit of the rest of the world if she carries this war to a successful issue. We have no doubt that the Japanese Government will punctiliously carry out all it has promised to do at the finish.

A RUSSIAN VIEW OF THE TIBETAN TREATY. Commenting on the news that the Tibetan Treaty was not signed by the Chinese Amban, the *Novoe Vremya* of October 6 says:—
"The treaty thus becomes more enigmatical than ever. The British Government itself, in reply to a question which was addressed to it, has stated that the text of the treaty published by *The Times* was not exact, and that sundry important details (for instance, the question of the indemnity) have not been finally settled. Some foreign newspapers, discussing the impression produced by the expedition to Lhasa, proceed from the assumption that this expedition constitutes an overwhelming success for England and, at the same time, a crushing blow to Russian policy in Asia. We are unable to adopt this point of view. Public opinion in Russia was no doubt disagreeably impressed by the feverish, we might almost say the childish, eagerness of the British to profit by our difficulties in the Far East; but, after all, not one of us would have raised his hand to throw a stone at British politicians merely because they elected to pursue a matter-of-fact policy. English politicians surely cannot be blamed for the fact that two years ago (*sic*), at the time of the Transvaal war, Russia allowed herself to be ruled by sentiment instead of acting with energy. Accordingly we shall not repeat wearisome platitudes about British 'perfidy'."

The Russian journal then proceeds to point out that, while fully justified in utilizing the favourable opportunity created for her by the war, England was hardly well advised in electing to do so by the despatch of an expedition to Lhasa, and has lost rather than gained by so doing. Tibet, it declares, is commercially of no importance whatsoever; its importance lies solely in the fact that it is a religious centre, "and every Buddhist throughout the world, whether in India, China, or Russia, now declares that 'the English have committed sacrilege'." The movement in Urga is the best proof of this. By their expedition to Lhasa the English have violated the principle of religious toleration, while by the establishment of a vested protectorate, they have abandoned the principle of 'equal opportunity,' the principle of the open door, hitherto so ardently upheld by them."

The *Novoe Vremya* therefore concludes that, while it is absurd to find fault with the English on moral grounds, it is permissible to regard the expedition to Tibet as a signal error of judgment on the part of those who direct British policy.—*The Times*.

CHINESE LABOUR PROBLEM IN THE MALAY STATES.

The annual report of the British Resident in the Federated Malay States has just been published, and in it there is a good deal about the labour problem. A letter supplied by Mr. J. B. M. Isech is described by the Resident as giving a short, graphic, and interesting resume of the Chinese mining labourers question in these States, written by a former brother officer, and now influential mine-owner, in the Peninsula. It is dated Ipoh, 6th April, 1904. The writer says:—"I came to Perak in the end of 1879. The mines were then nearly all in Larut, and were almost without exception worked on the truck system, nine-tenths of the tin produced going to the coolies and one-tenth to the towkay, who supplied the coolies with their food and stores at mining prices, about double the market rates. The settlements were annual—at the Chinese New Year, when the books were made up, the coolies credited with nine-tenths of the amount of tin sold and debited with the amount of stores consumed, and received the balance, if any. If the coolies were in debt to the mine—they very often were—they went on and worked for another year, and still another if they did not get out of debt. The punishment for absconding was flogging. The communications were difficult and escape from a kongsi in many cases impossible and never easy. The hours of work were long, eight hours a day being the usual thing. There were few or no amusements, so there was very little to distract the coolie from his work, and the few towkays, Ah Kwee and others, prospered exceedingly. There were not many sinkholes (new arrivals) at that time, and the few there were were employed on kongsi-kong work, as well as I recollect, eight hours was the day in the contracts."

"Then came the opening up of Kinta. The Larut coolies ran away in hundreds, and began to work in smaller kongsis in Kinta under new towkays, at first under very similar conditions to Larut, but, as roads and bridge-tracks were opened up and facilities for absconding became greater, under much easier circumstances than heretofore. At this time Schultz was appointed Protector of Chinese, and mainly in the interests of the Larut towkays the restriction system was introduced. It was in imitation of the European 'livest' system, which has been tried in Europe in various countries, and has always broken down and nowhere succeeded, except possibly in the Dutch Colonies. Under it every coolie signed a contract for a year, and on leaving at the end of a year, had to receive a charge ticket from his towkay, without which he could not leave the kongsi house, nor could he re-engage in another mine unless he produced a ticket from his last towkay. A commission that inquired into this system found that the universal opinion of the Chinese, both towkays and coolies, was that the whole system was absolutely useless as a means of stopping runaway coolies, while the clauses of the Ordinances were constantly being used by intemperance and others as a means of extorting money from both classes, and when, by our advice, the whole system was abolished it was done at the almost unanimous request of the Chinese population. When the di-charge-ticket system broke down, the wealthy towkays who worked deep mines had to give up the regular system, and the truck system, which was in fact little better than slavery, and adopt the mai-chang and kongsi-kong system. That is, they let the stripping of open-cast mines out on contract at so much the change to mai-chang coolies, which the karang was lifted by kongsi-kong coolies, generally wage coolies and often sinkholes, but sometimes also contract coolies under the big basket system. You ask whether mai-chang coolies can be considered 'indentured coolies'? I would say, yes, to this, as they are all under advance to the towkay and there is generally a time limit in their agreements, and the settlements are generally every six months and not when the job is finished only, and I think the towkays have therefore a legal right to insist on their working a reasonable number of hours."

"As to how mai-chang and tribute coolies are imported from China, the great majority are men who have come on their own account to friends and fellow clansmen with money sent them by the people here, as the Irishman in New York when he makes a little money sends to Ireland for the rest of the family. The tribute system grew up gradually side by side with the mai-chang system, and is the rule and not the exception in the country now. It is only applicable to shallow land and to land which can be worked by shafting in dry ground, but there are 92,000 holes now employed in it. It is as follows:—A small shopkeeper hears of or sees a piece of mining land which he fancies. If it is in private hands he goes to the owner and offers so much per cent. of his output for passage of the work; if it is Government land, he usually dispenses with this preliminary. He then builds the kongsi house and collects a number of his own friends and clansmen, whom he knows he can trust, and starts them with a small advance each, and they then work on the 10 per cent. system, but as the returns are immediate, or at least come in a short time, they very soon find out whether they stop work and go elsewhere. These coolies can in no sense be called indentured. They are the bulk of the labour of the country and never give the Government any trouble, as they settle their differences among themselves. They are also the worst miners, as they go about the country picking out all the rich patches; and working, as they generally do, in small parties, they have neither capital nor knowledge to work a good mine properly, and when they do get hold of one generally waste half the tin-bearing land. As an instance of this I may mention that under the present system of working all the fine tin is lost in every mine in the country, an annual loss of millions of dollars to the State."

"In conclusion, I would like to place on record my views that the future of the country does not depend on either the Chinese towkays or coolies, and that instead of worrying about further labour legislation, which we have been tinkering at for the last 25 years without getting much further, it would be far better for the Government to turn its attention to a study of modern scientific methods of mining and ore dressing, which are successful all over the world, and to training their own officials, and the European and the Chinese miners, in economical and efficient working."—*Globe*.

THE JOYFULNESS OF FOLLY. What a pleasant thing is folly! Only those who know very little, or (better still) nothing at all, appear entirely happy. For whereas a fool sincerely believes that he knows everything, a wise man is by constant proofs reminded that he knows very little. But stay! There is something wrong here. This philosophy won't do. Is ignorance, after all, really happiness? True, a very old proverb assures us that "it is folly to be wise," but, like most proverbs, we suspect that this one must not be taken too literally. A certain miser when young buried a hoard of gold in a secret place, intending to dig it up for use when he grew old; but his miserly spirit prevented him from ever believing

that he was sufficiently old to need it, though he lived to a great age. As a matter of fact, the miser was observed burying his gold by a man who dug it up and made off with it the very next day; but the miser never knew this. Here, now, was a case of ignorance being bliss. But for every once that "ignorance is bliss" it spells ruinous disaster a thousand times. In piping times of peace and prosperity the foolish jog along joyfully; but warfare, whether military or commercial, sorts into two camps the foolish and the wise. Sickness does the same thing with even greater exactitude. Most of us have been sick in the course of our lives, and all of us must be. But, unfortunately, not all of us have the good fortune to be told—as Mr. David Brown, of 29, Albany Street, East London, Cape Colony, was—what is best to do at such a time.

Said Mr. Brown on 23rd May, 1904: "For the last six years I have suffered from kidney trouble. It appeared first when I was living at Los Angeles, California, U.S.A. During five of these years I was attended by several doctors, but never benefited much for all their treatment. But better things were in store for me when I left Los Angeles to take up a position in East London, S.A. While staying at a boarding house here, a discussion took place among the boarders on the subject of different complaints and the best means of curing them. One of the boarders recommended me to try Mother Seigel's Curative Syrup. 'It is a sure remedy for your complaint,' he said. 'Messrs. A. J. White (Colonial), Ltd., corner of Princes and Viscount Streets, Port Elizabeth, Cape Colony, are its proprietors in this country, but you can obtain it almost anywhere.'"

"My chance companion proved a friend indeed. I acted upon his advice, with the result that to-day I am a sound, healthy man. I had not taken the Syrup long before the kidney trouble began to abate. Indeed the medicine seemed to re-energise my whole system not only entirely ridding me of my complaint but invigorating me generally. I never miss an opportunity of recommending it."

A large number of people in every country resemble Mr. Brown in cherishing a feeling of gratitude for the good they have derived from Mother Seigel's Syrup. A goodly proportion of them have been cured by it of indigestion. Here is one, taken at random—Mr. Robert Jones, of 163, President Street, Johannesburg. On 21st May, 1904, Mr. Jones wrote thus: "For a long time I suffered from an acute form of indigestion, and tried nearly every medicine in the market; but quite without avail until I came to Mother Seigel's Syrup, which speedily gave me the relief I had so long vainly sought. No; the joy that folly can bestow will not bear examination. If that were not so, happiness would be almost universal."

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ON SALE. MAP OF THE SIKIANG or WEST RIVER. From Hongkong to Wuchow, Showing the Ports and Calling Places. Published at Foreign Trade Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

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ARMENIA	HAVRE and HAMBURG	On 27th Dec. Freight.
Capt. Forstner	(Calling at Singapore, Penang and Colombo)	
OFERD LAEISZ	HAVRE and HAMBURG	On 11th Jan. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, QUEEN'S BUILDINGS.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Fri, 18th Nov, 4 P.M.
SINGAPORE and SOERABAYA	"FAUSANG"	Sat, 19th Nov, Noon.
* SWATOW and SHANGHAI	"TAKSANG"	Sun, 20th Nov, D'light.
KUDAT and SANDAKAN	"MAUSANG"	Thurs, 22nd Nov, D'light.
* SHANGHAI	"CHOYSANG"	Tues, 22nd Nov, 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 18th November, 1904. [1938]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain J. C. Williamson.
S.S. "LOTHIAN"	Captain E. S. Pearce.
S.S. "INKUM"	Captain J. Rowley.
S.S. "SIKH"	Captain G. A. Shepherd.
S.S. "SOFALA"	Captain R. P. Craven.
S.S. "INDRASHAMA"	Captain H. G. Porter.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "LOTHIAN" will be despatched for Durban via Chin-Wan-Tao on MONDAY,
21st inst.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
[2030]

Hongkong, 19th November, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.

THE Steamship
"KENNEBEC"
will be despatched as above on or about the 23rd
inst., instead of as previously advertised.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1904. [2439]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG"
951 Tons, Captain J. McIntyre, will leave for
Canton at 9 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Cantonment Road Central.
Hongkong, 15th March, 1904. [2]

NOTICES TO CONSIGNEES
OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 13th instant.
Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 18th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 18th inst.,
will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
21st inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th November, 1904. [10-11]

STEAMSHIP "TOURANE,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S.
Cordouan and Crimée, from Havre ex S.S.
Cordouan, in connection with above Steamer,
are hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, the 16th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Tuesday, the 22nd November, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or before
the 22nd November, or they will not be
recognised.
All damaged packages will be examined on
Tuesday, the 22nd November, at 3 P.M.
No Fire Insurance has been effected.
L. BRIDOU,
Acting Agent.
Hongkong, 15th November, 1904. [2]

AMERICAN ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship
"KISH,"
Captain E. Robertson, having arrived from
the above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Wanchai
Storage Company at Wanchai, and stored at
Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st inst., will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 21st inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 14th November, 1904. [2382]

SAILING SHIP.
EMPEREUR MENEXES, French barque, 1,578,
Marot, 6th Nov.—New York 12th June.
Kerosine.—Standard Oil Co.

BRITISH WARSHIPS.
ALACRITY, British despatch-boat, 1,700, Comdr.
R. M. Harbord.
ALGERINE, British sloop, 1,050, Rowland
Nugent.
BRITONIA, British gunboat, 710, Com. T. D.
Fruit.
CHERUB, water tank and tug.
HANDY, torpedo boat destroyer.
ORTEL, torpedo boat destroyer, Lieut. E. H.
Jelliffe.
PHOENIX, British sloop, 1,050, John Nicholas.
TAKU, British destroyer, 250, Cranford.
THETIS, British cruiser, J. C. A. Wilkinson.
TAMAR, receiving ship, Commodore C. G.
Dicken.
VENGEANCE, battleship, 12,350, Capt. Stuart,
C.M.G.
VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.
FURST BISMARCK, German cruiser, 11,000,
Prove.
GENERAL ALAVA, American transport, Captain
Whitton.
LUCHA, German gunboat, 850, Kroencke.
RAINBOW, U.S. cruiser, 4,000, J. B. Collins.

MEN-OF-WAR ON THE CHINA AND
JAPAN STATION.

AUSTRO-HUNGARIAN.
Aspern, cruiser, 2,437 tons, 20 guns, 7,300 h.p.
Capt. Friedrich Grinzeburg, Singapore
Kaiserin Elisabeth, cruiser, 4,900 tons, 29 guns,
5,000 h.p., Captain Mirl, Japan
FRENCH.
Acheron, armoured gunboat, 1,736 tons, 10 guns,
1,700 h.p., Lieut. Ferret, Saigon
Argus, gunboat, 123 tons, — guns, 500 h.p.,
Lieut. Jouanet, Canton
Aspic, gunboat, 475 tons, 3 guns, 450 h.p.,
Lieut. Grillet, Saigon
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p.,
Haiphong
Batonne, gunboat, Lieut. Lefevre, Saigon
Carondelet, gunboat, Lieut. Huc, Saigon
Cassata, gunboat, 140 tons, 5 guns, 150 h.p.,
Saigon
Chateaufort, cruiser (Flagship of Rear-
Admiral de Fouque de Jonquieres, 2nd in
command), 8,018 tons, 18 guns, 17,000 h.p.,
Captain V. Poitot, Baie d'Along
Comete, gunboat, 525 tons, 4 guns, 450 h.p.,
Comdr. Loeul, Haiphong
D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p.,
Saigon
Decade, gunboat, 645 tons, 10 guns, 1,000 h.p.,
Lieut. Comdr. L'Est, Shanghai
Descartes, cruiser, 3,885 tons, 14 guns, 5,500 h.p.,
Commander Amet, at present at Saigon
Esteo, gunboat, — tons, — guns, — h.p.,
Lieut. Mire, Haiphong
Francisque, destroyer, 303 tons, 7 guns, 6,300
h.p., Lieut. Lotoni, at present at Saigon
Fronde, destroyer, 350 tons, 7 guns, 303 h.p.,
Lieut. Jehenne, Baie d'Along
Gueydon, cruiser, 9,376 tons, 36 guns, 20,200
h.p., Captain Gueydon, Baie d'Along
Hend, cruiser, — tons, — guns, — h.p.,
Lieut. Riviere, Canton
Jacquin, gunboat, Lieut. Veron, Haiphong
Javeline, destroyer, 307 tons, 7 guns, 300 h.p.,
Lieut. Comdr. Beassant, Baie d'Along
Kersaint, gunboat, 1250 tons, 6 guns, 2,200 h.p.,
Comdr. Le Goleur, Shanghai
Lynx, submarine, Lieut. Arnbruster, Saigon
Montclair, cruiser (Flagship of Vice-Admiral
Bayle, Commander in Chief), 9,700 tons, 12
guns, 19,600 h.p., Capt. Dartige du Fournet,
Baie d'Along
Mousquet, destroyer, Lieut. Prat, Baie d'Along
Oly, gunboat, — tons, — guns, — h.p., Lieut.
Andemard, Yangtze
Paschal, cruiser, 4,015 tons, 27 guns, 8,500 h.p.,
Comdr. Chevalier, Saigon
Pele, gunboat, Lieut. Lavissiere, Tongku
Pistole, destroyer, Lieut. de Roineau-Warth,
Baie d'Along
Protée, submarine, Lieut. Glorieux, Saigon
Redoutable, battleship, (in reserve) 9,437 tons, 8
guns, 6,977 h.p., Commodore C. P. M.
Poldoie, Saigon
SABRE, destroyer, Lieut. Lohar, Saigon
Styx, cruiser, 1,796 tons, 10 guns, 1,700 h.p.,
Comdr. T. de Balincourt, Saigon
Sully, cruiser, 10,014 tons, 38 guns, 24,000 h.p.,
Commander Guiberteau, Haiphong
Surprise, gunboat, 629 tons, 2 guns, 900 h.p.,
Lieut. Roque, Hankow
Takiang, gunboat, — tons, — guns, — h.p.,
Lieut. —, Yangtze
Takou, destroyer, Lieut. Gaillard, Saigon
Vanban, battleship, (reserve) 8,150 tons, 23 guns,
4,560 h.p., Lieut. —, Saigon
Vigilante, gunboat, 123 tons, 7 guns, 500 h.p.,
Lieut. Jemca, Canton

GERMAN.
Bussard, cruiser, 1,857 tons, 15 guns, 2,900 h.p.,
Comdr. Huss.
Fathaland, gunboat, — tons, — guns, — h.p.,
Captain von Buelow, Wuhu
Furst Bismarck, (flagship), 11,000 tons, 36 guns,
14,000 h.p., Captain Prince, Shanghai
Geier, cruiser, 1,776 tons, 15 guns, 2,960 h.p.,
Comdr. von Stauditz, Shanghai
Hansa, cruiser, 6,230 tons, 34 guns, 10,000 h.p.,
Captain Weber, Shanghai
Hertie, cruiser, 6,500 tons, 37 guns, 10,100 h.p.,
Capt. Baron Schimmelmann, Singapore
Itis, gunboat, 1,000 tons, 10 guns, 1,300 h.p.,
Comdr. Baron von M. Hüllessem, Canton
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p.,
Commander Wilbrandt, Nankiang
Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p.,
Commander Kroencke, Hankow
Mowe, gunboat, 1,009 tons, 8 guns, 875 h.p.,
Commander von Grumbkow, Manila
Seeadler, cruiser, 1,640 tons, 15 guns, 800 h.p.,
Commander Persius, Tientsin
Thetis, cruiser, 2,680 tons, 24 guns, 800 h.p.,
Captain Voigt, Shanghai
Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p.,
Commander Deimling, Amoy
Titania, cruiser, Captain Schuck, Hongkong
Tingtau, gunboat, 170 tons, 5 guns, 1,350 h.p.,
Commander Giesher, Canton

RUSSIAN.
Amour, cruiser, 2,900 tons, 5 guns, 4,700 h.p.,
Commander Gramatichoff, Port Arthur
Askold, cruiser, 6,000 tons, 47 guns, 24,000 h.p.,
Captain Reitzenschein, Shanghai
vostok
Bayan, cruiser, 7,600 tons, 10 guns, 16,500 h.p.,
Port Arthur
Bogatyr, cruiser, 6,640 tons, 12 guns, 19,500 h.p.,
Boyarica, cruiser, 3,200 tons, 19 guns, 18,000 h.p.,
Commander Saratcheff, Port Arthur
Diana, cruiser, 6,731 tons, 6 guns, 8,900 h.p.,
Saigon
Djigit, gunboat, 1,456 tons, 3 guns, 1,700 h.p.,
Captain Nasarovskiy, Port Arthur
Gaidamak, gunboat, 540 tons, 9 guns, 3,500 h.p.,
Commander Yuriev, Port Arthur
Gremiastchik, gunboat, 1,490 tons, 6 guns, 2,000
h.p., Commander Zagarskiy
Gromoboi, cruiser, 12,350 tons, 44 guns, 14,500
h.p., Captain Jozan, Vladivostok
Gullik, gunboat, 1,000 tons, 6 guns, 1,000 h.p.,
Commander Shamoff
Mandjour, gunboat, 1,224 tons, 7 guns, 1,400 h.p.,
Commander Crown, Shanghai
Otrajay, gunboat, 1,490 tons, 6 guns, 2,000 h.p.,
Commander Vasiliev, Port Arthur
Pallada, cruiser, 6,630 tons, 34 guns, 11,810 h.p.,
Captain Kossowitch, Port Arthur
Perevlet, battleship, 12,674 tons, 60 guns, 14,500
h.p., Captain Koroleff, Port Arthur
Pobeda, battleship, 12,674 tons, 60 guns, 14,500
h.p., Captain Zavarzinskiy, Port Arthur
Poltava, battleship, 10,260 tons, 50 guns, 10,600
h.p., Captain Osieroff, Port Arthur
Rasbomik, cruiser, (training ship), 1,334 tons,
10 guns, 1,786 h.p., Commander Liron, Port
Arthur
Retvizan, battleship, 12,902 tons, 62 guns, 16,000
h.p.

UNITED STATES.
Albany, cruiser, 3,762 tons, 26 guns, 7,500 h.p.,
Captain Dyer, Cavite
Annapolis, gunboat, 1,000 tons, 12 guns, 1,327
h.p., Captain Rohrer, Shanghai
Bainbridge, t.-b.-d., 420 tons, 7 guns, 800 h.p.,
Lieut. G. Williams, Manila
Barry, t.-b.-d., 420 tons, 7 guns, 800 h.p.,
Lieut. Irwin, Manila
Callao, gunboat, 205 tons, 10 guns, 600 h.p.,
Lieut. Dismeyer, Hongkong
Chaney, t.-b.-d., 420 tons, 7 guns, 800 h.p.,
Lieut. E. P. Jessop, Manila
Cincinnati, cruiser, 3,215 tons, 19 guns, 7,600
h.p., Captain G. B. Harber,
Dale, t.-b.-d., 420 tons, 7 guns, 800 h.p., Lieut.
Garness, Manila
Decatur, t.-b.-d., 420 tons, 7 guns, 800 h.p.,
Lieut. A. W. Knox, Manila
Elcano, gunboat, 580 tons, 10 guns, 600 h.p.,
Lieut. Comdr. J. Hood, Shanghai
Helen, gunboat, 1,392 tons, 8 guns, 1,998 h.p.,
Commander P. E. Sawyer, Hongkong
Monardnock, monitor, 3,990 tons, 6 guns, 8,000
h.p., Captain Maban, Shanghai
Monterey, monitor, 4,084 tons, 4 guns, 5,244 h.p.,
Commander J. B. Milham, Cavite
New Orleans, cruiser, 3,437 tons, 29 guns, 7,500
h.p., Commander —, Shanghai
Oregon, cruiser, 10,288 tons, 45 guns, 11,111
h.p., Captain Burwell, Shanghai
Pampana, gunboat, 201 tons, 3 guns, 250 h.p.,
Paraguassu, J. E. Bass, Cavite
Paraguay, gunboat, 201 tons, 3 guns, 250 h.p.,
Captain Bennett, Cavite
Rainbow, cruiser, 4,000 tons, 14 guns, — h.p.,
Captain J. B. Collins, Hongkong

STEAMERS.
AGINCOURT, British str., 2,376, H. T. Worsnop,
Hainan Island 1st Oct.—Gilmán & Co.
AFREADE, German str., 611, A. P. Uiterup,
16th November.—Haiphong 13th Nov., and
Hoibow 14th, General.—Jensen & Co.
ARABIA, German str., 2,864, H. Metzenhain,
14th Nov.—Portland and Moji 9th Nov.,
General.—Portland & Asiatic S. S. Co.
BARON ELDON, British str., 2,373, Ulstrom,
4th Nov.—Moji 23rd Oct., Coal.—Arnhold,
Kureberg & Co.
BAWREY, British str., 1,542, Shotton, 23rd
October.—Labuan (Borneo) 15th Oct., Coal.
—Order.
CASTOR, Norwegian str., 774, Joh. Martin, 2nd
November.—Cardiff 15th Sept., Coal.
—Order.
CATHERINE APCAR, British str., 1,730, A.
Stewart, 14th Nov.—Cientsa and Singa-
pore 8th Nov., General.—David Sassoon
& Co., Ltd.
CHINWOO, British str., 2,517, Parkinson, 16th
November.—Moji 12th Nov., Coal.—China
Commercial S. S. Co.
CHOWFA, German str., 1,055, J. Spiesen, 15th
November.—Bangkok (Anghin) 8th Nov.,
Rice and General.—Butterfield & Swire.
CHOWTAI, German str., 1,115, H. Tetter, 14th
November.—Bangkok 8th Nov., Rice.
—Butterfield & Swire.
DEVANONGSE, German str., 1,057, Chr. Kunpel,
12th Nov.—Bangkok 3rd Nov., Rice.
—Butterfield & Swire.
FATSUNG, British str., 1,410, Mitchell, 11th
November.—Nagasaki 7th November, Coal.
—Jardine, Matheson & Co.
HAILONG, British str., 783, W. Passmore,
19th Nov.—Tamsui and Amoy 11th Nov.,
General.—Douglas Lapraik & Co.
HAIYUN, British str., 636, A. Robson, 16th
Nov.—Fochow 13th Nov., Amoy 14th
and Swatow 15th, General.—Douglas La-
praik & Co.
HANOI, French str., 739, P. Morles, 12th Nov.,
—Haiphong and Hoibow 11th November,
General.—A. B. Marty.
LISA, Swedish str., 998, H. Hornsahl, 30th
October.—Moji 24th Oct., Coal.—M. B.
Knaiba.
LOONGSANG, British str., 1,092, Weigall, 14th
November.—Manila 11th Nov., General.—
Jardine, Matheson & Co.
LOOSOX, German str., 1,020, G. Schultze, 13th
November.—Bangkok and Ang Hin, Rice.
—Butterfield & Swire.
LOTHIAN, British str., 3,711, J. C. Williamson,
13th Nov.—Port Natal 16th October.—
C. C. S. Co.
MAUSANG, British str., 1,644, S. J. Payne,
8th Nov.—Sandakan 2nd Nov., Timber and
General.—Jardine, Matheson & Co.
MAXA-ON, British str., 3,279, W. H. Selby Hall,
15th Nov.—Moji 10th Nov., Coal and
General.—P. & O. S. N. Co.
MEEFOO, Chinese str., 1,321, J. Whitlaw, 16th
November.—Canton 15th Nov., General.—
Chinese.
MONGOLIA, American str., 8,750, W. P. S.
Porter, 15th Nov.—San Francisco 13th
Oct. and Manila 13th Nov., General.—
P. M. S. S. Co.
NANSHAN, British str., 1,674, Stovell, 16th
November.—Moji 10th November, Coal.—
Bradley & Co.
PROVON, Norwegian str., 837, T. Seeberg, 14th
November.—Nanking 6th Nov., Beans.
—East Asiatic Trading Co.
RUBI, British str., 1,611, R. W. Almond, 14th
November.—Manila 12th Nov., General.—
Shewan, Tomes & Co.
Sr. EGBER, British str., 2,394, Cafferata, 11th
Nov.—Philadelphia 14th Sept. and Sanghai
2nd Nov., Kerosine Oil.—Standard Oil Co.
WONGKAI, German str., 1,115, J. Bruhn, 9th
Nov.—Bangkok 30th Oct., General.—
Butterfield & Swire.

A CURE FOR ASTHMA!!!
**GRIMAULT'S
INDIAN CIGARETTES**
Asthmatic people who suffer from Oppres-
sion in breathing, stuffiness, colds, with
Hoarseness, Laryngitis, Colds, with
Whooping, Croup, Catarrhal
affections, and difficulty in Expec-
toration, are promptly relieved by
these Cigarettes.
GRIMAULT & CO., Paris, sold by all Chemists.

**GRIMAULT'S
Matico Capsules
AND INJECTION**
Renowned Physicians prescribe Gri-
mault's Matico as the most active and at
the same time the most inoffensive remedy
in the treatment of Acute and Chronic
Discharges. The Capsules, unlike Copalba,
have not the inconvenience of producing
Nausea.
MATICO INJECTION is used to recent
AND
MATICO CAPSULES in the chronic cases
GRIMAULT & CO., Paris, sold by all Chemists.
[2439-5]

UNTOUCHED BY HAND.
**MELLIN'S
FOOD**
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

